

AMERICA NOW SETS NEW BODY STYLES

New Mitchell Model Inaugurates New School of Body Design.

If the action of the Mitchell Motors Company in presenting a body designed along entirely new lines is followed by other American designers it is questionable if France will long retain her leadership as the mistress of styles in the automobile field, at any rate. For the new Mitchell touring car and roadster seen for the first time at the show this year marks the dawn of a new era in body design.

The automobile having always been considered as a development of the old horse drawn carriage it is only natural perhaps that automobile builders should develop their body styles on traditions of the carriage builders' art. That was the safe course to pursue but one which greatly restricted the introduction of new ideas in body styles.

The Mitchell Motors Company for the first time in automobile history breaks away from the tradition of the old vehicle industry and attempts in these new models to create a design which, while it makes the car essentially a style carriage, expresses in its lines and proportions the spirit of automobile travel rather than an evolution of the carriage idea.

The radiator is sloped back smartly, to get away from the blunt, stubby effect of the old straight radiator. Any body moving rapidly through the air should have a more graceful point of entrance, which is the idea that is carried out in the tilted Mitchell radiator.

The only other conveyance which approximates the smooth swiftness of motor travel is the smart yacht. Its characteristics are graceful lines carried out in the form of sloped masts and funnels. This idea has been copied in the new Mitchell by giving a graceful rake to all the normally vertical lines of the body such as the louvers in the hood, the cowl, windshield and door lines.

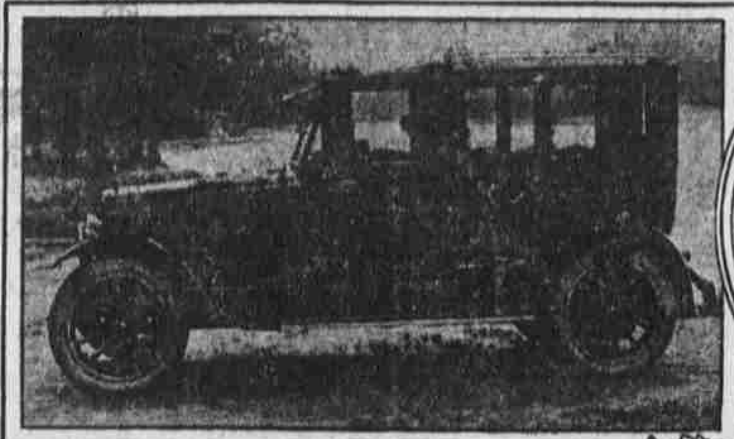
The effect is new, but so natural and graceful that it appeals instantly to the observer as the right thing to do, and one wonders why some one has not adopted the simple but effective idea long ago.

A body of unusual roominess, both in point of leg room and wide seats, has been made possible without giving it an awkward or cumbersome look through the gracefulness of these novel lines. The top with its absolutely straight bottom line has ample head room and yet appears low and speedy.

The bodies themselves, built in the Mitchell body plant, show an unusually high degree of finish and workmanship which give to the whole car an atmosphere of authoritative style that has hitherto been seen only in the highest priced custom built models.

The Mitchell body display indicates the unusual lengths to which the company has gone in the way of sturdy construction and fine finish, not only on the outside but in the upholstery as well. The latter is especially noteworthy in that the upholstery is applied with all the attention to detail and fine craftsmanship of a hand tailored suit of clothes.

It is freely predicted by those who have seen the Mitchell display that there will be many imitators of these attractive styles as soon as production problems can be overcome. But the Mitchell company is well content with this, because they feel that the same energetic progressiveness which brought out the cars will father other innovations to retain for them the leadership in this field.



HUDSON SUPER-SIX TOURING LIMOUSINE



HARRY S. HOUP

HUDSON SETS NEW BEAUTY STANDARDS

Super-Six Exhibits More Notable Than Ever for Distinction.

The Hudson Super-Six exhibit at the automobile show this year consists of a beautifully finished chassis and six distinctive body designs.

For years the Hudson exhibit has been one of the centres of interest for the show crowds, because the home of the Super-Six has long held the reputation of setting the mode.

This year is no exception to the rule, as the 1920 Hudson models are more notable than ever before for their beauty and luxury, and in addition a stripped chassis is being shown for the first time in many years.

Just a glance at this chassis is sufficient to impress visitors with its wonderful strength of construction. The next impression is amazement at its simplicity and the absence of the usual mass of complicated controls and rods. The engine is simply a clean block of metal to which the carburetor is bolted. The clutch and transmission are a unit with the motor. The drive being on the Hotchkiss principle through the springs, there are no torsion or radius rods to mar the clean cut appearance of the chassis which shows the constant growth toward perfection resulting from years of refinement.

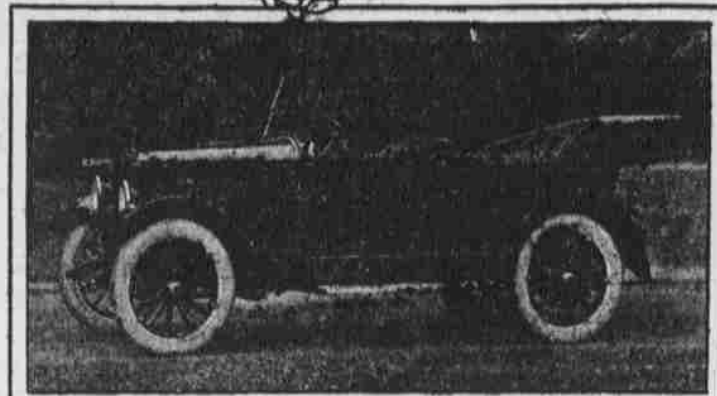
The body designs on view include a four passenger phaeton, a seven passenger phaeton, a sedan, coupe and touring limousine. Each one represents the highest development of the body builder's art, and although the general lines are the same as those which have distinguished the "white triangle" for many years, there are many refinements in detail. The gear shift lever, for instance, has been fitted with a ball handle for convenience in shifting.

The body and wheels of the seven passenger phaeton are finished in deep, rich valentine blue, with black fenders and white striping around the body, hood, louvers and wheels. The four passenger phaeton is finished in the same shade of blue, but with vermilion wheels and striping on the body bevel and louvers. This adds a pleasing dash of color and serves to set off the character of its lines.

The sedan also is finished in valentine blue, with light gray upholstery, while the coupe is in maroon and the touring limousine in Brewster green. Both of the latter are upholstered in beautiful harmonizing fabrics.

From silken roll curtains to revolving window lifts, silver and ivory mounted trimmings and jeweled dome lights, these models are conspicuous for their fineness of detail and the luxury of their appointments.

Another notable feature of these enclosed bodies is their general utility.



ESSEX FIVE-PASSENGER PHAETON

Each one fills a transportation need. The sedan, for instance, is constructed to withstand the hardest service to which it can be put. The front seat extends the entire width of the body, adding greatly to the rigidity of construction. The pillars supporting the top are solid. The doors are mounted on especially heavy hinges and swing wide open, permitting the greatest ease in entering and alighting.

The touring limousine is another example of beauty and utility. It is built to fill the requirements of the owner who has use of a chauffeur driven automobile, but in addition sometimes desires a family car which he may with propriety drive himself. By simply raising the glass partition from the back of the front seat it becomes a formal limousine type of car. When the glass partition is lowered, however, the front and rear compartments are thrown together, giving the car all the intimacy of a drawing room. There is a luggage rack on the top for touring and an effective heater for use in cold weather.

Like all the enclosed Hudson models there is a cowl ventilator and a visor is provided in front of the windshield to protect the eyes of those in the front compartment from the sun.

Both of the open touring models have been provided with curtains. Besides harmonizing with the body lines, these provide added comfort for the passengers in the rear seats, as they give greater protection against drafts. The curtains of both cars are fitted on rods which open with the doors, thus giving them the comfort of the enclosed car and making them especially available for all the year round service.

To sum up, these 1920 models, representing the perfected development of ten years of achievement, create new standards of automobile beauty, comfort and performance. While retaining all those advantages which have marked the Super-Six in the past, these qualities have been enhanced.

ESSEX TOPS HAND TAILORED.

The perfect fitting tops on Essex touring cars have aroused so much comment that an inquiry was made, which showed that every top was hand tailored to each car in the big body trimming department at the Hudson factory. The tops are cut by expert designers, the material is sewn by a small army of women and then both curtains and top are carefully fitted to each car.

FINE PACKARD EXHIBIT.

Cars Show Highest Class Workmanship Throughout.

The recent public announcement that the production of Packard Twin-Sixes would be doubled during the coming year attracts special attention to the exhibit of the Packard Motor Car Company of New York.

The exhibit emphasizes the idea of passenger transportation, including two of the standard Packard models—one open and one closed—and several Twin-Six chassis equipped with special bodies of unusually attractive design.

The seven passenger touring car, well known on account of its splendid riding qualities, generous seating capacity and dependable service, together with a seven passenger brougham, demonstrates the finer points of the standard Twin-Six.

Of the Twin-Sixes equipped with special bodies, the seven passenger inside drive limousine is particularly well designed and interesting to the owner-driver. All of the windows in this body drop entirely out of sight. The division window may also be dropped, enabling the owner to have one large compartment when doing his own driving. The window may be raised, giving two compartments when a chauffeur is used.

In the four passenger coupe the seats are so laid out that two people are easily accommodated on the seat set slightly to the rear of the driver's seat. An extra seat facing forward folds under the cowl when not in use. This model is very compact and gives excellent service as a town car. It is the last word in special body design for a coupe style.

Several conveniences make the four passenger runabout a very desirable car in addition to the beauty of design demonstrated in this special body on the Twin-Six chassis. Some of these conveniences are curtain rods which allow the curtains to open with the door, and a luggage compartment which has been constructed directly behind the back of the front seat. This body is equipped with a double rumble seat which collapses into the rear deck when not in use. A spacious luggage compartment is also provided in the rear deck.

FOUR BODY STYLES FOR 1920 KING

All Are New and Sturdy—Chassis Is Further Refined.

For 1920 the King Motor Car Company will continue to feature four body styles—all using the same chassis. They are touring, foursome, road king and limousine.

The bodies are all new designs, and many improvements and refinements have been made in the King time proven chassis.

Bevel edges and square cornered body designs have become so common that the new King open bodies, with perfectly flat top body edge, smooth straight sides and high hood with graceful contour stand out as individual and artistic motor equipages.

Chief among the mechanical improvements in the King chassis are long front and rear springs, large tubular front cross member, longer torque arm and a special designed rear cross frame member which adds to the rigidity of the whole chassis, makes a solid mounting for the tire carrier, securely fastens the ends of rear fenders and acts as a protection for the gasoline tank.

Through the use of new designed connection rods and improved pistons approximately four pounds of reciprocating weight have been eliminated, thereby increasing greatly the power and performance of the efficient King "H" motor.

A Mayo radiator, Whitney timing chains, Westinghouse electric starter and generator, Alemite lubricating system, Detroit dry-plate clutch and Thermoid hardy universal joints and a self-contained heater in the limousine are all new features of the 1920 King cars.

SIX NEW VELIES SHOWN.

Plane Surfaces Replace Curves in Novel Design.

This is a notable show for the Velie Motors Corporation of Miline, Ill. It will be the event of the formal presentation of the new car style that has al-

ready gained fame throughout motor-dom as the first authoritative pattern for 1920.

It is a distinct departure from old lines. Curves have given way to plane surfaces wherever possible. From the radiator (in three planes) back through hood, high cowl and body an unbroken line of planes is presented, making a unit of the creation to a degree never accomplished before.

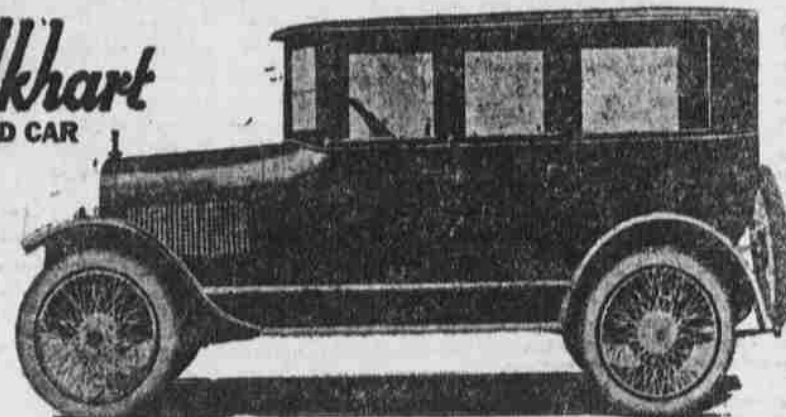
This, however, is a rather matter of fact statement of a remarkable achievement in automobile art. It is in the perfect proportion of the planes, their symmetry and the harmonious combination of the mirrorlike surfaces that the spirit of the car is subtly expressed. The plane motif is even carried into the new level border fenders, octagonal lamps and other details.

Five models of this serial number 48

are exhibited—touring car, four door sedan, speedster, coupe and touring roadster.

Advances in comfort and luxury and new ideas mark the car throughout. The body of the touring car is longer. The utmost breadth is given to the doors. There is more room in the deep tilted seats with soft platted genuine leather upholstery. A depressed footboard gives increased leg room.

Crow-Elkhart
THE MULTI POWERED CAR



At the Show

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